

The China Mail.

Established February, 1845.

VOL. XXXVIII. No. 5077.

號三十九年二十八百八千一英

HONGKONG, WEDNESDAY, SEPTEMBER 13, 1882.

日二初月八年午壬

PRICE \$24 PER ANNUM

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALGAR, 11 & 12, Clement's Lane, Lombard Street, E. C. GEORGE STREET & CO., 30, Cornhill. GORDON & GOTH, Ludgate Circus, E. C. BATES & CO., 37, Wallbrook, E. C. SAMUEL DEACON & CO., 130 & 104, Ludgate Street.

PARIS AND EUROPE.—GALLIE & PRINCE, 36, Rue Lafayette, Paris.

NEW YORK.—ANDREW WIND, 133, Nassau Street.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOTH, Melbourne and Sydney.

SAN FRANCISCO and American Ports generally.—BRAN & BLACK, San Francisco.

SINGAPORE, STRAITS, &c.—SAYLE & CO., Square, Singapore. C. HILMSEN & CO., Manila.

CHINA.—Messrs A. A. DE MELLO & Co., Sendow, CAMERON & Co., Amoy. WILSON, NICHOLS & Co., Foochow. HEDGE & Co., Shanghai. LANE, CRAWFORD & Co., and KELLY & WALSH, Yokohama, LANE, CRAWFORD & Co., Hongkong.

Banks.

ORIENTAL BANK CORPORATION.
(Incorporated by Royal Charter.)

Paid-up CAPITAL.....£1,500,000.

LONDON BANKERS:
BANK OF ENGLAND.
UNION BANK OF LONDON.
BANK OF SCOTLAND, LONDON.

RATES OF INTEREST ALLOWED ON DEPOSITS.

At 3 months' notice	3% per annum.
" 6 "	" 4% "
" 12 "	" 5% "

Current accounts kept on terms which may be learnt on application.
Hongkong, June 1, 1882.

HONGKONG & SHANGHAI BANKING CORPORATION.

Paid-up CAPITAL.....5,000,000 Dollars.
RESERVE FUND.....2,350,000 Dollars.

COURT OF DIRECTORS.

Chairman.—H. L. DALRYMPLE, Esq.
Deputy Chairman.—W. R. REYNOLDS, Esq.
H. HOPKINS, Esq.
H. F. B. JOHNSON, Esq.
A. P. McEWEN, Esq.
A. M. YOUNG, Esq.
F. D. SASSOON, Esq.

CHIEF MANAGER.
HONGKONG.....THOMAS JACKSON, Esq.
MANAGERS.
Shanghai.....EDWIN CAMERON, Esq.
LONDON BANKERS.—London and County Bank.

HONGKONG.
INTEREST ALLOWED.

ON Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.

For Fixed Deposits:—

For 3 months	3 per cent. per annum.
" 6 "	" 4 per cent. "
" 12 "	" 5 per cent. "

LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON,
Chief Manager.

Offices of the Corporation,
No. 1, Queen's Road East.
Hongkong, August 10, 1882.

Notices of Firms.

THE "GEE CHEONG" COMPANY.
NOTICE.

NOTICE is hereby given, that D. JOYAL, formerly BARBER, LAM JAP, CHOW LIN, SENG, LOH CHONG, TAN, LAM HUI LAM, and CHUI KONG TEANG, are PARTNERS in the "GEE CHEONG" COMPANY and Trading as MERCHANTS, at No. 60 BONHAM STREET.

QUEY CHOW is the Chief Manager, and LUK SOW TEEN is Assistant Manager of the Company.

JOAQUIM BARRERA LIM JAP.
Hongkong, September 11, 1882. oc11

Intimations.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

CONTRIBUTING SHAREHOLDERS are requested to send in a STATEMENT of Shares Contributed during the Half-Year ending 30th June 1882, on or before 30th September, on which date the Accounts will be closed.

By Order of the Board of Directors,
R. COOKE,
Acting Secretary.
Hongkong, August 28, 1882. oc1

WILLIAM DOLAN,
SAIL-MAKER & SHIP-CHANDLER,
22, PRINCE STREET.

COTTON DUCKS, HEMP CANVAS,
MANILA ROPE, AMERICAN
OAKUM, LIFE BOOYS,
CORK JACKETS,
&c., &c., &c.

Hongkong, May 1, 1882.

TAKASIMA COLLIERY.

THE Undersigned has been appointed AGENT for the SALE of the ABOVE COALS at Hongkong, from and after this date.

H. J. H. TRIPP,
Messrs. B. H. M. S. S. Co.
Hongkong, April 20, 1882. oc27

Intimations.

GOVERNMENT NOTIFICATION.

CANDIDATES for the Post of CHINESE CLERK and SHROFF at the SUPREME COURT, are requested to send in their Applications on or before the 14th Instant, instead of the 20th Instant as notified in the Government Gazette.

By Command,
FREDERICK STEWART,
Acting Colonial Secretary.

COLONIAL SECRETARY'S OFFICE,
Hongkong, September 12, 1882. oc14

WANTED in a Healthy Part of Hongkong, a Large and Comfortable FAMILY RESIDENCE to Hire for a couple of months. Telephone preferred. Address "A. B. C." c/o China Mail.

Hongkong, September 12, 1882. oc14

TELEPHONES.

THE Undersigned begs to announce that under an Agreement made this day, he has ASSIGNED all his BUSINESS and Interest connected with the Use of the above INSTRUMENTS to the "ORIENTAL TELEPHONE COMPANY, LIMITED," (represented in Hongkong by the Great Northern Telegraph Company), and has engaged to install no more Telephones in the Colony, nor engage in any such work as may be opposed to the existing interests of the Company first named.

R. G. ALFORD,
Surgeon, &c., &c.

Queen's Road, Hongkong,
8th September, 1882. oc15

NOTICE.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

BY Order of the Board of Directors, the SHAREHOLDERS in the above Company are hereby notified that under Section 20 of the Articles of Association, a further Call of THIRTY SHILLINGS per Share has been made, and will be due on the 28th October.

Shareholders are therefore requested to make the said Payment at 3/6 per Dollar Exchange (87.96 per Share) to credit of the Company's Account with the HONGKONG and SHANGHAI BANKING CORPORATION on or before the above-named date.

Any Calls not paid by the 2nd October, are by Section 22 of the Articles of Association liable to a Charge at the Rate of 10 per cent. per Annum from the due date until that of Payment.

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, August 28, 1882. oc3

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

THE BOOKS for REGISTRATION of Transfer of SHARES in the above Company will be CLOSED here from the 21st Instant until 2nd Proximo, both days inclusive.

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, September 6, 1882. oc3

CANTON INSURANCE OFFICE, LIMITED.

SHAREHOLDERS are requested to note that on SUBSCRIPTION of their Provisional CERTIFICATES for SHARES in this Office, FURNISHED SCIP will now be issued.

Hongkong, 14th July, 1882.

JARDINE, MATHESON & Co.,
General Agents,
CANTON INSURANCE OFFICE, Ltd.

"SULPHOLINE LOTION.—An External Means of CURING SKIN DISEASES. There is scarcely any eruption but will yield to "Sulpholine" in a few days, and continue to fade away, even if it seems past cure. Ordinary papules, redness, blotches, scurf, roughness, vesicles, or by magic; whilst old, enduring skin disorders, that have plagued the sufferers for years, however deeply rooted they may be, "Sulpholine" will successfully attack them. It destroys the animalcules which cause these unsightly, irritable, painful affections, and always produces a clear, healthy, natural condition of the skin. "Sulpholine" Lotion is sold by most Chemists. Bottles, 2s. 6d.

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LIVER COMPLAINTS.—DR. KING'S DANDELION & QUININE LIVER PILLS (without Mercury). THE BEST REMEDY FOR BILIOUSNESS, STOMACH DERANGEMENT, FLATULENCE, PAINS BETWEEN THE SHOULDERS, BAD APPETITE, INDIGESTION, ACIDITY, HEADACHE, HEARTBURN, and all other symptoms of disordered liver and dyspepsia. Acknowledged by many eminent surgeons to be the safest and mildest pills for every constitution.

In Boxes at 1s. 1d., 2s. 6d., and 4s. 6d. Sold by Chemists and Medicine Vendors throughout the world.

Prepared by JAS. RORKE, London.
Specially valuable Pills for residents abroad and travellers.

TARAXACUM & PODOPHYLLIN.
Prepared only by J. PEPER, London. This Fluid combination, extracted from medicinal roots, is now used instead of blue pill and calomel for the cure of dyspepsia, biliousness, and all symptoms of congestion of the liver, which are generally pain between the shoulders, headache, drowsiness, no appetite, furred tongue, disagreeable taste in the morning, giddiness, disturbance of the stomach, and feeling of general depression. It sets the sluggish liver in motion, very slightly acts on the bowels, giving a sense of health and comfort within 24 hours. It is the safest medicine. Taraxacum and Podophyllin is a fluid made only by J. PEPER, Bedford Laboratory, London, whose name is on every label. Bottles, 2s. 6d. and 4s. 6d. Sold by all Chemists. A most valuable and essential medicine for India, Australia, the Cape, and Colonies generally.

H. J. H. TRIPP,
Messrs. B. H. M. S. S. Co.
Hongkong, April 20, 1882. oc27

For Sale.

SPORTING GOODS.

LANE, CRAWFORD & Co.

HAVE RECEIVED THEIR NEW STOCK OF

ELLY'S GREEN, BLUE and BROWN CARTRIDGE CASES.
KELLY'S WATERPROOF CAPS and WAISTS.
PISTOL and WILKES' SPORTING GUNPOWDER.
LEAD and CHILLED SHOT.
GAME BAGS and CARTRIDGE BELTS.
RECOPIING and RELOADING MACHINES.
POWDER and SHOT MEASURES.
FLASKS, DOG WHISTLES, &c., &c.
SHOOTING BOOTS, STOCKINGS, HATS and SUITS.

TINNED PROVISIONS and LIQUORS provided for Shooting.

And
PICNIC PARTIES at Special Rates.

Hongkong, August 22, 1882.

CARLTON WHISKEY.

THESE GRAND OLD SCOTCH WHISKIES are shipped only by RICHARD MATHESON and COMPANY, of London and Inverness, who are sole possessors of the Brand "CARLTON." They are distilled from the finest Highland Malt only, and in every respect equal to the best Cognac Brandy, and guaranteed to be entirely free from Foul Oil or other noxious impurities.

The following Letter has been received from the Secretary of the "CARLTON" CLUB.

CARLTON CLUB, Dec. 20, 1875.

Messrs. R. MATHESON & COMPANY.
GENTLEMEN.—In reply to your inquiry as to whether the Whiskey you are supplying to this Club is approved by the Members, the best answer I can give is that the consumption of this Whiskey in the Club has GREATLY INCREASED since it has been supplied by your firm. There can be no doubt whatever about the Whiskey being MOST EXCELLENT. It is Old and Soft, and I may safely say that it is much approved by the Members.

Yours obediently,
W. GRIFFIN SUTTON, Secretary.

CAUTION.—It has come to the knowledge of the Shippers of the "CARLTON" WHISKIES, that the empty Bottles have been dishonestly refilled with the poisonous trash very often sold in China under the name of Whiskey, this is therefore to caution consumers to carefully examine the Corks and Capsules to see they have not been tampered with; also that the Corks, Capsules, and Labels are branded with their Trade Mark.

FOR PRICES and TERMS apply to OUTLER, PALMER & Co., AGENTS FOR CHINA.

SHIPPERS: RICHARD MATHESON & Co., "CARLTON" WHISKY MERCHANTS, LONDON.

23, Abchurch Lane, London, E.C. 4.

THE UNION INSURANCE SOCIETY OF CANTON.

NOTICE is hereby given that an Extraordinary General Meeting of the UNION INSURANCE SOCIETY OF CANTON will be held at the Company's Office, Hongkong, on MONDAY, the 18th day of September, 1882, at Three o'clock in the Afternoon, when the subject of the Resolution will be proposed.

RESOLUTION.

That this Company, now registered under the Companies' Ordinance No. 1 of 1865 as an Unlimited Company, be registered under the Companies' Ordinance No. 1 of 1865 to 1881 as a Company Limited by Shares.

By Order of the Board,
DOUGLAS JONES,
Acting Secretary.

Dated Hongkong, 30th day of August, 1882.

PRIVATE BOARDING HOUSE.

MRS. GRAHAM is prepared to receive Two or THREE BOARDERS.—House, No. 13, Shelley Street (between Mosque Junction and Caine Road level).

Hongkong, September 9, 1882. oc9

THE NEW FAMILY RESIDENCE situated near EXCELSIOR on Robinson Road, replete with every convenience, TENNIS LAWN, STABLES, &c.

Also,
8 FIRST-CLASS GODOWNS of all Sizes Water-side. Inspection is invited.

Apply to
SHARP, TOLLER & JOHNSON.
Hongkong, June 15, 1882.

TO LET.

(WITH IMMEDIATE POSSESSION.)

THE NEW FAMILY RESIDENCE situated near EXCELSIOR on Robinson Road, replete with every convenience, TENNIS LAWN, STABLES, &c.

Also,
8 FIRST-CLASS GODOWNS of all Sizes Water-side. Inspection is invited.

Apply to
SHARP, TOLLER & JOHNSON.
Hongkong, June 15, 1882.

TO LET.

No. 3, SEYMOUR TERRACE.
Nos. 2 and 4, FIDELITY'S HILL.
No. 4, OLD BAKER STREET.
No. 6, QUEEN'S ROAD CENTRAL (lately occupied by PICTORIAL MAIL S. S. Co.).

Apply to
DAVID SASSOON, SONS & Co.
Hongkong, July 24, 1883.

TO LET.

No. 2, LOWER MOQUE TERRACE.
Apply to
J. M. ARMSTRONG.
Hongkong, August 31, 1882.

GODOWNS-TO LET.

PRATA ENT AND WANCHAI ROAD.
For Particulars, apply to
SIEMSEN & Co.
Hongkong, April 20, 1882.

NOW READY.

REPORT OF THE TRIAL-REGINA (on the Complaint of D. E. Bandman) versus R. FRANK-SMITH.
Copies may be had at the China Mail Office, and at Messrs. LANE, CRAWFORD & Co.—Price, 50 cents.

REPORT OF THE TRIAL-REGINA (on the Complaint of D. E. Bandman) versus R. FRANK-SMITH.
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GAME BAGS and CARTRIDGE BELTS.
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SHIPPERS: RICHARD MATHESON & Co., "CARLTON" WHISKY MERCHANTS, LONDON.

23, Abchurch Lane, London, E.C. 4.

FOR SALE.

ON Board the British Steamer "CAIRNSMUIR," (For Account of whom it may Concern), 6 VENILATORS for COOKING with House and Fire.

2 COOK HOUSES with BOILERS.

1 COOK HOUSE.

4 WATER CLOSETS.

4 BOOBY HATCHES.

2 DECK HOUSES.

10 CASS BEEF and PORK.

27 WATER CASKS.

7 HOLD LADDERS.

24 BASKETS.

A QUANTITY of WOOD, comprising LOWER DECK and BUNKS, and FITTINGS of TWO DECKS.

3 Small BOOBY HATCHES.

Apply ON BOARD.

Hongkong, September 12, 1882.

FOR SALE.

JULES MUMM & Co.'s CHAMPAGNE.

Quarts.....\$17 per 1 doz. Case.

Pints.....\$18 per 2 doz. "

GIBB, LIVINGSTON & Co.
Hongkong, November 1, 1881.

FOR SALE.

B. & E. PERRIER'S CHAMPAGNE, FINE CARTON BLANCHE.

Pints.....\$18 per 2 dozen Case.

1/2 Pints.....\$19 per 4 dozen Case.

GILMAN & Co.
Hongkong, June 23, 1882.

Auctions.

PUBLIC AUCTION OF JAPANESE PORCELAIN, LAQUER, WADE, BRONZES, IVORIES, SERRENS, CURIOS, &c.

THE Undersigned has received instructions to Sell by Public Auction, on

MONDAY, the 18th September, 1882, at 2 p.m., at his Sales Rooms, Peddar's Wharf,

AN INVOICE OF JAPANESE WARE, consisting of:—

SATSUMI, MIYACO, TOKYO and SATSUMA VASES and JARS, with HARPORE GOLD DECORATIONS, PLATES, CUPS, BOWLS, ESSENCE BURNERS, TEA and COFFEE SETS, &c. COCHIN PLATES, KOBOS & BOWLS, OLD NIPPON CUPS, NIPPON, BRONZES, CARVINGS, ENAMELLED SHIPHO PLATES, ENAMELLED VASES, BRONZE ENAMELLED LAQUERWARE, SCREENS, &c., &c.

Catalogues will be issued prior to Sale, and the above will be on view on Friday, the 15th Instant.

TERMS OF SALE.—As customary.

G. R. LAMBERT,
Auctioneer.
Hongkong, September 11, 1882. oc18

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1/2 Pints.....\$19 per 4 dozen Case.

GILMAN & Co.
Hongkong, June 23, 1882.

Auctions.

PUBLIC AUCTION.

THE Undersigned will Sell by Public Auction, on

THURSDAY, the 14th September, 1882, at 3 p.m., on the Spot,

BY ORDER OF THE MORTGAGEE—ALL THAT PIECE OR PARCEL OF GROUND, Registered in the Land Office as INLAND LOT No. 241, measuring 18 feet by 50 feet of thereabout. Together with the HOUSE No. 14, TAI-PING-SHAN STREET.

For Particulars, apply to
J. M. GUEDES,
Auctioneer.
Hongkong, September 8, 1882. oc14

PUBLIC AUCTION.

THE Undersigned has received instructions from Messrs BIRLEY & Co., Agents for the BRITISH NORTH BORNEO Co., to Sell by Public Auction, on

FRIDAY NEXT, the 15th September, 1882, at Noon, at the SHANGHAI CRANE YARD, YU-MAT-TOO, 400 LOGS of BORNEO HARDWOOD. A STEAM LAUNCH will leave Peddar's Wharf at 11.45 a.m.

For further Particulars, apply to
HUGHES & LEGGIE,
Auctioneers.
Hongkong, September 11, 1882. oc15

PUBLIC AUCTION.

THE Undersigned has received instructions from A. NEWTON, Esq., to Sell by Public Auction, on

FRIDAY, the 15th September, 1882, at 2 p.m., at his Residence at the Gas Works,—THE WHOLE OF HIS HOUSEHOLD FURNITURE, &c., comprising:—

DAMASK COVERED DRAWING-ROOM SUITE. ENGLISH-MADE MARBLED-TOP TABLES, CANTON-BLACKWOOD MARBLED-TOP TABLES, CHIMNEY GLASSES, ENGRAVINGS, VASES and ORNAMENTS.

DINING TABLE, WHATNOTS, LAMPS, DISHES, DESK and BREAKFAST SETS, GLASS and PLATED WARE.

DOUBLE and SINGLE IRON BEDSTEADS, IRON CUPS, ENGLISH-MADE WALNUT WORK TABLE, ENGLISH-MADE MARBLED-TOP WARDROBE and CHINA GLASS.

BRUSSELL CARPETS and HEARTH RUGS. ONE GRAND PIANO, by COLLARD and COLAR.

ONE HARMONIUM.

ONE SEWING MACHINE and STAND by WILCOX & GIBBS.

BOOKS, MUSIC.

A few BOTTLES of CHOICE WINES, &c.

Catalogues will be issued, and the whole to be on view on and after Thursday, the 14th Instant.

J. M. ARMSTRONG,
Auctioneer.
Hongkong, September 7, 1882. oc15

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THE Undersigned has received instructions from A. NEWTON, Esq., to Sell by Public Auction, on

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ONE HARMONIUM.

ONE SEWING MACHINE and STAND by WILCOX & GIBBS.

BOOKS, MUSIC.

A few BOTTLES of CHOICE WINES, &c.

Catalogues will be issued, and the whole to be on view on and after Thursday, the 14th Instant.

J. M. ARMSTRONG,
Auctioneer.
Hongkong, September 7, 1882. oc15

PUBLIC AUCTION.

THE Undersigned has received instructions from A. NEWTON, Esq., to Sell by Public Auction, on

FRIDAY, the 15th September, 1882, at 2 p.m., at his Residence at the Gas Works,—THE WHOLE OF HIS HOUSEHOLD FURNITURE, &c., comprising:—

DAMASK COVERED DRAWING-ROOM SUITE. ENGLISH-MADE MARBLED-TOP TABLES, CANTON-BLACKWOOD MARBLED-TOP TABLES, CHIMNEY GLASSES, ENGRAVINGS, VASES and ORNAMENTS.

DINING TABLE, WHATNOTS, LAMPS, DISHES, DESK and BREAKFAST SETS, GLASS and PLATED WARE.

DOUBLE and SINGLE IRON BEDSTEADS, IRON CUPS, ENGLISH-MADE WALNUT WORK TABLE, ENGLISH-MADE MARBLED-TOP WARDROBE and CHINA GLASS.

BRUSSELL CARPETS and HEARTH RUGS. ONE GRAND PIANO, by COLLARD and COLAR.

ONE HARMONIUM.

ONE SEWING MACHINE and STAND by WILCOX & GIBBS.

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ONE HARMONIUM.

ONE SEWING MACHINE and STAND by WILCOX & GIBBS.

<

For Sale.

MacEwen, FRICKEL & Co.
No. 53, Queen's Road East,
(OPPOSITE THE COMMISSIONARIAT),
RE NOW LANDING,
EX "AMERICAN MAIL," &c.

CALIFORNIA
BAKERY
COMPANY'S BISCUITS in 5 lb
tins, and loose.
Soda BISCUITS.
Assorted BISCUITS.

Cracked WHEAT.
OATMEAL.
CORNMEAL.

TOPOCAN BUTTER.
Eastern and Californian CHEESE.
Dorchester CODFISH.
Prime HAMS and BACON.
Eagle Brand Condensed MILK.
PEACH and APPLE BUTTER.
Pickled OX-TONGUES.
Family PIG-PORK in kegs and pieces.
Paragon MACKEREL in 5 lb cans.
Best Ideal SALMON in 5 lb cans.
Assorted Canned VEGETABLES.
Potted SAUSAGE and Sausage
MEAT.
Stuffed PEPPERS.
Assorted PICKLES.
MINCEMEAT.
HONEY.
Richardson & Robbins' Celebrated Potted
MEATS.
Richardson & Robbins' Curried OYSTERS.
Lunch TON JELLY.
McCart's Sugar LEMONADE.
Clay CHOWDER.
Smoked SALMON.
Green TURTLE in 2½ lb cans.
&c., &c., &c.

AGATE IRON WARE.
FAIRBANKS SCALES.

EX "STILLWATER."

DEVOE'S NONPAREIL
BRILLIANT
KEROSENE OIL,
150° test.

SPARTAN COOKING
STOVES.
OAKUM.
TAR.

ENGLISH FIRE GRATES.
CUTLERY.
ELECTRO-PLATE.
CROCKERY & GLASS WARE.

A LARGE ASSORTMENT OF STORES,

including:
TEYSSONBAU'S DESSERT FRUITS.
ALMONDS and RAISINS.
PICNIC TONGUES.
COCOATINA.

VAN HOUTEN'S COCOA.
LIEBIG'S & EPP'S COCOA.
FRENCH PLUMS.
PATE DE FOIE GRAS.

MINCEMEAT.
SAUSAGES.
BROWN.
ISIGNY BUTTER.

DANISH BUTTER.
BREAKFAST TONGUES.
ANCHOVIES.
ASPARAGUS.
SOUPS, &c.

WINES AND SPIRITS.

CHAMPAGNES—
HIEBISCH'S MONOPOLE & WHITE
SEAL.
VEUVE CLICQUOT PONSARDIN.
JULES MUMM & Co., pints and quarts.

CLARETS—
CHATEAU MARGAUX.
CHATEAU LA ROSE, pints & quarts.
CHATEAU LA FITE, " "
CHATEAU LA FITE, " "
BREAKFAST CLARET, " "

SHERRIES & PORT—
SAOON'S MANZANILLA & AMON-
TILLADO.
SAOON'S OLD INVALID PORT
(1848).
HAY'S PORT.

BRANDY, WHISKY, LIQUEURS, &c.—
1 and 2 Star HENNESSY'S BRANDY.
Bisquit Dubouché & Co.'s BRANDY.
FINEST OLD BOURBON WHISKY.
KNAUL'S WHISKY.
ROYAL GLENLIVIE WHISKY.
E. & J. BURKE'S SCOTCH WHISKY.
IRISH WHISKY.
ROSE'S LIME JUICE CORDIAL.
NOLLY PRAT & Co.'s VERMOUTH.
CHARRIE'S GINGER BRANDY.
CHARTREUSE.
MARASCHINO.
CUBAOKO.
ANGOSTURA, BOKER'S and ORANGE
BITTERS.
&c., &c., &c.

BASS'S ALE, bottled by CAMERON and
SAUNDERS, pints and quarts.
GUINNESS'S STOUT, bottled by E. &
J. BURKE, pints and quarts.
DRAUGHT ALE and PORTER, by the
Gallon.
ALE and PORTER, in hogheads.

SPECIALLY SELECTED
CIGARS.
Fine New Season's CUBAN LAW TEA, in
5 catty boxes.

MILNER'S PATENT FIRE-PROOF
SAVES, and CASH BOXES, at
Manufacturer's Prices.
Hongkong, September 12, 1882.

Intimations.

NOTICE TO MARINERS.

No. 151.

CHINA SEA.

Uniform System of Colouring Buoys and Beacons in Chinese Waters.

NOTICE IS HEREBY GIVEN, that the following system of colouring Buoys and Beacons has been adopted by the Imperial Maritime Customs of China—

BUOYS.

No.	COLOUR OF BUOY.	DIRECTIONS AND EXPLANATIONS.
1	Red	Entering the Channel from seaward, Red buoys will be found on the Starboard side of the Channel, and must be left on the Starboard hand by vessels passing in.
2	Black	Entering the Channel from seaward, Black buoys will be found on the Port side of the Channel, and must be left on the Port hand by vessels passing in.
3	Red & Black Horizontal Bands.	Buoys painted in Red and Black Horizontal Bands will be found in the fairway, and should be passed close to.
4	Red and Black Vertical Stripes.	Buoys painted in Red and Black Vertical Stripes will be found on the ends of spits, and the outer and inner extremities of banks, shoals, or extensive reefs, where there is a navigable channel on either side.
5	Red and Black Chequers	Buoys painted in Red and Black Chequers will be used to mark rocks in the open sea, also to mark obstructions of small extent having channels on either side of them. When used for the latter purpose, they will be placed to seaward of the danger.
6	Red and White Chequers	When two chequered buoys of these colours are used to mark an obstruction, the Red and White one is to mark the Starboard side of the Channel, and must be left on the Starboard hand by vessels passing in; and the Black and White one is to mark the Port side of the Channel, and must be left on the Port hand by vessels passing in.
7	Black and White Chequers	Wrecks will in all cases be marked by Green buoys, having the word WRECK painted on them in White letters, and when a wreck lies in the open sea or in a position where there is a navigable Channel with plenty of room on either side of it, the buoy will carry no other distinguishing mark, and will in every case be placed to seaward of the wreck.
8	Wreck Buoys	Wreck buoys marked with an Even number must be left on the Starboard hand by vessels entering from the sea. Wreck buoys marked with an Odd number must be left on the Port hand by vessels entering from the sea. The numbers on wreck buoys will be painted in White, and placed above the word WRECK.

Note.—All other distinguishing marks to Buoys will be in addition to the foregoing, and where such are employed, a particular description of the same will in each case be given in the published List.
Each Buoy will have an Iron Plate fastened on its outside, in some convenient place above the water-line, with the name of its district and station as given in the published List stamped thereon in English and Chinese, to insure its identification if found adrift.

BEACONS.

No.	COLOUR OF BEACON.	DIRECTIONS AND EXPLANATIONS.
1	Red	Entering the Channel from seaward, Red beacons will be found on the Starboard side of the Channel, and must be left on the Starboard hand by vessels passing in.
2	Black	Entering the Channel from seaward, Black beacons will be found on the Port side of the Channel, and must be left on the Port hand by vessels passing in.
3	Red and Black Vertical Stripes	Beacons painted in Red and Black Vertical Stripes will be used to mark spits and the outer and inner extremities of banks, shoals, or extensive reefs, where there is a navigable Channel on either side.
4	Red and Black Chequers	Beacons painted in Red and Black Chequers will be used to mark rocks in the open sea, also to mark obstructions of small extent having channels on either side of them.
5	Red and White Chequers	When two chequered beacons of these colours are used to mark a rock or reef, the Red and White one is to mark the Starboard side of the Channel, and must be left on the Starboard hand by vessels passing in; and the Black and White one is to mark the Port side of the Channel, and must be left on the Port hand by vessels passing in.
6	Black and White Chequers	It is to be understood that the above rules for painting beacons apply in each case to the body of the structure. When a beacon which is painted a single colour, either black or red, is surmounted by a distinguishing mark, such mark may be painted the same colour as the body of the beacon or with that colour and white combined, or white alone.
Various		When the body of a beacon is painted in two colours, the same colours only may be used to paint the mark by which it is surmounted. Whenever a distinguishing mark is used, a particular description of it will be given in the published List.

By Order of the Inspector General of Customs,
A. M. BISBEE,
Coast Inspector.
Imperial Maritime Customs,
COAST INSPECTOR'S OFFICE,
SHANGHAI, 4th August, 1882.

NOTICE TO MARINERS.

No. 152.

CHINA SEA.

Changes in Colouring of Buoys and Beacons.

NOTICE is hereby given that, in accordance with the System of Colouring Buoys and Beacons in Chinese Waters, which is described in Notice to Mariners No. 151 of this date, the changes that are specified below will be made on the 15th day of September, 1882, or as soon afterwards as may be practicable.

CANTON DISTRICT.

- 1.—Dutch Folly South Buoy, now green, will be painted black.
- 2.—Dutch Folly South Buoy, now green, will be painted black.
- 3.—Tide-lock Barrier Eastern Buoy, now black, white and red, will have its lower part, from upper end of braces downward, painted red; the lower half of its pole, above the upper end of the braces, white; and the upper half of pole with the circular frame by which it is surmounted, red.
- 4.—Tide-lock Barrier Western Buoy, will be painted the same as the Eastern one.
- 5.—Tide-lock Barrier Middle Buoy, now black and white, will have its lower part, from upper end of braces downward, painted red; the upper part will remain white.

SWATOW DISTRICT.

- 1.—Wyoming Rock Buoy, now red and black chequered, with a spherical cage, will carry an inverted frustum cage and be painted all black.
- 2.—Madras Rock Buoy, now red and black chequered, will be painted all black.
- 3.—Wreck Buoy, now painted red, will be painted green with the word "WRECK" and the numeral "4" on it in white.
- 4.—Goehang Rock Buoy, now red and black chequered, with a black pole and basket, will be painted all black.

AMOY DISTRICT.

- 1.—Coker Rocks Large Buoy, now in red and white vertical stripes, will be painted in black and white chequers.
- 2.—Coker Rocks Small Buoy, now red, will be painted in red and white chequers.
- 3.—Harbour Rock Buoy, now in red and white horizontal stripes, will be painted in red and black chequers.
- 4.—Kallit Spit Buoy, now red, will be painted in red and black vertical stripes.
- 5.—Alibi Rock, Kangkiah, and Chio-tah Beacons, all of which are now white, will be painted black.

FOOCHOW DISTRICT.

- 1.—Oriental Rock Buoy, will be painted all red except its name, which will be borne on its cage in white letters.
- 2.—Half Tide Buoy, of granite and now unpainted, will be painted black.

NINGPO DISTRICT.

- 1.—Scaevola Rock Buoy—The cage and tripod of this buoy, which are now red, will be painted black.
- 2.—Admiral Buoy, now painted white, will have its colour changed to red.
- 3.—Blonde Rock Buoy, now painted white, with a red cage, will be painted all black.
- 4.—Newcastle Rock Buoy, which is a

To-day's Advertisements.

The Theatre Royal, City Hall.

TOURISTS.

LADY AND GENTLEMEN.

ENTERTAINERS.

ON A TRIP AROUND THE WORLD.

THIS EVENING.

18th September.

OPENING PERFORMANCE.

When will be presented by the under-

named POPULAR FAVORITE.

Programme universally admitted.

CHASTE, REFINED and ELEGANT.

MISS MARIE BURTON.

THE CHARMING AUSTRALIAN SOUBRETTE.

and CONTRALTO VOCALIST.

(Her Third Visit to Hongkong).

THE MUSICAL WONDER OF THE AGE.

HARRY VON DER MEHDEN.

Wise Instrumental Solo and Selections.

have been the theme of universal ad-

miration, will introduce Solos on

the following instruments:

CORNET, VIOLIN, SILVER BELLS,

XYLOPHONE, TUMBLERONICAN,

&c., &c., &c.

THE ARTISTE COMIQUE OF THE DAY.

EDWARD GLOVER.

Comedian and Vocalist, in a new and choice

Selection of Songs Comique, also in-

troducing his Celebrated Facial

Performance, entitled:

MARKS AND FACES.

Prices of Admission:—\$2.00 and \$1.00.

Soldiers and Sailors in uniform Half-Price.

Reserved Seats and Plan to be seen at

Messrs KELLY & WALSH's, where Tickets

can be secured.

Hours open at 8.30 p.m.

Performance at 9.00 p.m.

ED. GLOVER.

Business Manager.

Hongkong, September 13, 1882. se14

To-day's Advertisements.

FOR SWATOW, AMOY & MOOCHOW.

The Steamship "Thales."

Captain FROST, will be

despatched for the above

Ports on FRIDAY, the 15th instant, at

Noon.

For Freight or Passage, apply to

DOUGLAS LAFRAK & Co.

Hongkong, September 13, 1882. se15

TO BE LET.

(WINE IMMEDIATE POSSESSION.)

THE HOUSE, No. 1, ALBANY, 3 ROOMS

and Servants' Offices, GARDEN and

STAIRING. GAS and WATER laid on.

Apply to

LINTSEAD & DAVIS.

Hongkong, June 5, 1882.

To-day's Advertisements.

FOR SHANGHAI.

The Steamship "Amoy."

Captain HERMANN, will

be despatched for the above

above Port TO-MORROW, the 14th inst.,

at 3 p.m.

For Freight or Passage, apply to

SIEMSEN & Co.

Hongkong, September 13, 1882. se14

FOR MANILA.

The Steamship "Ingoh."

Captain HENRY, will be

despatched for the above

Ports TO-MORROW, the 14th instant, at

4 p.m.

For Freight or Passage, apply to

RUSSELL & Co.

Hongkong, September 13, 1882. se14

OCEAN STEAMSHIP COMPANY.

FOR AMOY AND SHANGHAI.

(Taking Cargo & Passengers at through rates

for NINGPO, CHEFOO, NEW-

CHANG, TIENTSIN, HANKOW

and Ports on the YANGTZE.)

The Co.'s Steamship

"Anchise," Captain JACKSON, will be

despatched at 10 a.m. on

FRIDAY, the 15th instant.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, September 13, 1882. se15

INDO-CHINA STEAM NAVIGATION

COMPANY, LIMITED.

FOR SHANGHAI.

(Taking Cargo & Passengers at through rates

for CHEFOO, TIENTSIN, NEW-

CHANG, HANKOW and Ports

on the YANGTZE.)

The Co.'s Steamship

"Fongshing," Captain DAVIS, will be

despatched at 2 p.m. on

FRIDAY, the 15th instant.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,

General Managers.

Hongkong, September 13, 1882. se15

PUBLIC AUCTION.

THE Undersigned has received instructions

to Sell by Public Auction, on

MONDAY,

the 18th September, 1882, at 2 p.m., on the

Premises,—

ALL THAT PIECE OR PARCEL OF

GROUND,

Registered in the Land Office as SECTION

A of INLAND LOT No. 102. Together

with the HOUSES Nos. 104, Jervois

STREET, and Nos. 12, 14 and 16, Cleverly

STREET.

For Particulars, apply to

J. M. GUEDES,

Auctioneer.

Hongkong, September 13, 1882. se18

TO LET.

TWO HOUSES in RICHMOND TERRACE,

Bonham Road. Rent Moderate.

Apply to

HONGKONG DISPENSARY.

Hongkong, July 7, 1882.

Not Responsible for Debts.

Neither the Captain, the Agents, nor

Owners will be Responsible for

any Debt contracted by the Officers or

Crew of the following Vessels, during

their stay in Hongkong Harbour:—

"Eolian," British steamer, Captain T.

Thomas. Arnold, Karberg & Co.

"Alfred," British steamer, Captain

Alfred Roper. Douglas Laprak & Co.

"Carnegie," British steamer, Captain G.

Castle. Arnold, Karberg & Co.

"Canopus," British steamer, Captain R. H.

Joy. Russell & Co.

"Erin's Isle," British ship, Captain J.

Fleming. Gibb, Livingston & Co.

SHIPPING.

ARRIVALS.

Sept. 12, Ida, German ship, 1293 W.

Schneider, Cardiff May 4, 4,000 tons Coal.

—BORNEO Co., Limited.

Sept. 12, Greyhound, British steamer,

244 D. Scott, Pakhoi Sept. 9, General.

ADAMSON, BELL & Co.

Sept. 12, Hainan, British steamer, 284

J. Mooney, Tientsin Sept. 10, General.

Aron & Co.

Sept. 13, Ganges, British steamer, 2102

W. B. Andrews, Shanghai Sept. 10, Mails

and General.—P. & O. S. N. Co.

Sept. 13, Amoy, British steamer, from

Canton.

Sept. 13, Acta, Danish steamer, from

Canton.

Sept. 13, Canton, British steamer, 1008

J. C. Jacques, Swatow Sept. 12, General.

BUT HEN OMAN.

Sept. 13, Anchise, British steamer, 1504

Charles Jackson, Liverpool July 27, and

Singapore Sept. 7, General.—BUTTERFIELD

& SWIRE.

DEPARTURES.

Sept. 13, Dua Cuo, for Bangkok.

13, Igo, for Nagasaki.

13, Alkary, for Saigon.

13, Seal, for Haiphong.

13, Douglas, for Coast Ports.

13, Abay, for Amoy, &c.

CLEARED.

S. R. Deane, for Calao.

Canton, for Singapore.

Amoy, for Shanghai.

foolishness departing. On Monday evening we published a couple of telegrams, the latter part of the latest one leaving us in the midst of a heavy artillery fire. To-day we are informed that all is quiet at Kassarau, and that the enemy had fought with unexpected determination. On the principle that buggers should not be choosers we thank the Router, but we would have thanked them still more had they in their wisdom forwarded something which might have been more interesting, and which might have given us a glimpse of an idea of what had occurred. We have arrived however at that semi-satisfied state of inexpectancy which would not be much disturbed were no Router to arrive at all.

We understand that the late extension of leave granted to the Hon. J. M. Price (Surveyor General) will expire about the last week of this month, and that in the natural course of events Mr Price may be expected to resume his duties here at that time. So much of the future administration of the Colony will be intimately connected with long-neglected public works that the arrival of the Surveyor General may be said to be quite an important event, when it does take place. Most of the artisans and others specially employed for the Taitam Water-works scheme should be due here almost immediately, and as the services of Mr R. K. Leigh (acting assistant Surveyor General), who was specially delegated to superintend the Taitam works, will soon be lost to the Government, an officer will be required to fill the considerable gap thus made. It is to be hoped that no delay will be caused to the Water-works, because the necessity which exists for an increased supply of pure water is not lessened in the least by the amount of rainfall. More storage capacity is what is required, and that can be obtained only by the new water scheme which it has been decided to carry through.

An eligible site between Mount Kellott and Mount Dough, which has been refused to residents by the local Government on the ground that it was set apart for a Police Station and for military defence, is now claimed, we hear, by the Military Authorities for a Sanatorium. Seeing that a sanatorium has already been built near Wanchai Gap for the use of the Garrison, the proximity of which to the Wanchai Road was said to be everything that could be desired, this novel move appears at first sight to be extremely strange. A memorial has, we learn, been prepared and extensively signed, protesting against the site referred to being utilised as a military barracks; and it must be admitted that the lot-holders at the gap, and especially those in the immediate vicinity of the proposed Sanatorium, have most weighty reasons for strongly objecting to the innovation. It is to be hoped that the local Government will strenuously support the memorialists in the representations which they may make upon this subject. There are lots of sites elsewhere which can be set apart for the use of the military without interfering with the convenience and comfort of Gap residents.

"DANIAN" seems to think that chair-coolies to the Peak and Gap are not always well treated. If he had said that chair-coolies are always severely dealt with, and that they generally deserve the extra discipline extended to them, he would not have been far wrong. Europeans who visit the Peak or Gap generally stay there for several hours, not unfrequently the best part of the day; and as a matter of fact most of the outside coolies, after carrying their fare to the upper level, enjoy themselves wherever they choose until the hour for return, previously arranged, comes round. Possibly the author of "Chit Chat" would not make a statement, for the benefit of an imaginary Society for the Prevention of Cruelty to Animals, without sufficient ground; but speaking with some authority based upon experience, we can say that the chair-coolies employed in the Highlands of the Colony are exceedingly well paid and generally well cared for. There is, indeed, another side to the question, and that goes very heavily against the character of the coolie. It may be that the chair-bearer of Hongkong is not a whit more extortionate than the London cabman; but one can possibly tolerate such a tendency in a European more than in a Chinaman. There can be no doubt, however, that the anxiety which has recently been displayed by residents to visit, or reside at, the Peak, has been persistently utilised by the coolie class as a means of extorting large fares from those who had to employ them. It is not an unimportant thing for coolies to bargain for a very fifty per cent. over the liberal regulation scale before they will proceed on the journey; and of course it is too much trouble for Europeans to take such malcontents to the Police Station and go through the process of law against them for refusing a fare. These remarks are not intended to show that "Danian" is altogether wrong; but if that chatty contributor to our contemporary has never had trouble with rascally coolies, his lines have indeed fallen in very pleasant places.

On the 4th inst., John Shaw, steward of the S. S. *Prize*, was drowned at the Hongkong Wharf Shanghai, and on the 5th an inquest was opened before the Coroner, Mr R. A. Mowat, on the body, which had been found floating near the spot where the noise of the drowning man's struggle was heard. Numerous accidents have occurred, apparently through want of proper lighting, on this and similar wharves, and those facts had been brought to the notice of the Associated Wharves Company more than once by the Shanghai papers. On the day following that on which the inquest had been opened, and before it had been finished, the N. C. D. News published an article in which it denounced in strong terms the carelessness and negligence of the Associated Wharves Company. On the morning of the 7th, when the inquest was resumed, the Coroner commented in very severe terms on the conduct of the N. C. D. News in publishing such an article, characterising it as an offence against law, and as a grave breach of the rules of journalism. Undoubtedly the Coroner was, strictly within his rights in so acting, and it would have been only wise and prudent on the part of the N. C. D. News to have waited until some decision was come to by the Coroner's jury before writing such an article, which, although possessing the quality of truth, is an exaggerated and high flown statement of a few simple facts (mournful nevertheless) which ought to have been reported at the time the accident occurred. Had the N. C. D. News published its comments on the accident before the inquest was held, or waited until the verdict of the jury was given, no one would have quarrelled with the spirit of its article, however much they may have disagreed with its style of treating the subject, which is highly sensational, and being so far less likely to influence the public than a moderately worded and plainly put statement of fact. Taking into consideration all the circumstances of the case we think the Coroner might have passed the matter over, but the N. C. D. News ought to have known better than to comment so freely on a subject still *sub judice*. The excuse put forward by the N. C. D. News that the matter was one which had been discussed in its columns frequently before does not at all affect its responsibility in either directly or indirectly influencing the minds of the jury. It is a case in which certainly no harm has been done by the publication of the article in question, and the jury's rider to their verdict is really a reiteration of the opinions expressed by the N. C. D. News in the article condemned by the Coroner. The only mistake has been in the time of publication. The N. C. D. News gives the following particulars of the settlement recently arrived at between Korea and Japan as official:—

(1) The principal ringleaders of the outrage on the Japanese Legation to be punished.

(2) A sum of \$50,000 to be paid for distribution to the families of those Japanese who were murdered.

(3) An indemnity of \$5,000,000 (!) to be paid to Japan for the expenses incurred.

(4) A guard of Japanese troops of sufficient strength to be stationed at the Capital until all danger of a repetition of the outrage is passed.

(5) A special envoy to be sent to Japan with an apology for the outrage, signed by the King.

Police Intelligence.

(Both Magistrates Sitting.)

Wednesday, Sept. 13.

LARCENY FROM THE PERSON.

Ho Ayan, coolie, was convicted of an offence of four dollar notes from the person of Ye So, a Manilaman employed on board the P. & O. Company's steamer *Bangalore*, while the vessel was walking along Lascar Row on the 18th ultimo. This class of crime seems to have a great fascination for the prisoner, as he has on two previous occasions been convicted of larceny from the person. He was sentenced to one year's hard labour by the Magistrate on the 20th May, 1891, as that he had not on the 18th inst. before he returned to his old practices. For committing the present offence he was sentenced to two years' imprisonment with hard labour.

(Before H. G. Thomsen, Esq.)

DRUNK.

Lawrence Cook, second engineer of the Japanese steamer *Hiogo Maru*, was found lying asleep in Queen's Road last night. He was so much intoxicated that it was necessary to convey him to the Station in a chair. He admitted the offence, and was fined \$1, or four days' imprisonment.

ROUTE AND VAGABOND.

Li Ayan, tailor, was sentenced to three months' imprisonment with hard labour as a rogue and vagabond. He was caught in the act of trying to palm off a brass finger ring as gold.

THE WEST SIDE LOTTERY.

Kung Achung, servant, was charged with being a rogue and vagabond on the 12th inst.

Yesterday forenoon Inspector Perry observed the defendant go into a pawnshop in Wellington Street. The Inspector followed him into the shop, intending to arrest him, but the defendant took alarm and made his escape by a side door. He was not allowed to go far, however, before he was stopped by P. O. 190, who took him back to the shop, where Inspector Perry searched a bag which the defendant had in his possession and found 69 letters addressed to Fu Qui Taba of Macao, a man connected with the management of the West Side Lottery. The letters contained such as used in the same lottery, and \$138.37 inside the various letters. Inspector Perry said the defendant was a collector of letters and money of the West Side Lottery; and applied, at the instance of the Captain Superintendent of the Police, to have the case remanded for a week.

After the defendant had admitted that he had come from Macao to collect the letters the case was remanded until the 20th inst. The defendant was allowed out on bail in two sureties of \$50 each.

ASSAULT.

Eulio A. Ritchie, clerk, and Lina Ritchie, spinster, appeared to answer a summons for keeping them from assaulting Chan Ahng and Ah Yim, two old women. The first complainant was employed in the service of the defendants, and on the 10th inst. he was struck by the first defendant in the face. The second defendant gave the old woman a beating. When she was dismissed from the service she was assaulted. The second complainant was also assaulted. The first defendant said he became annoyed at the first complainant because she had beaten his younger brother. He did not know how she received the black eye, but admitted that he gave her a push. The second defendant said she was angry with the complainant for the same cause, and a consequence gave her a threatening with a finger duster.

The Magistrate said he did not believe the statements of the defendants, and thought that they had treated the two old women in a very disgraceful manner; but as the defendants were to be rather poor, he fined them the small sum of \$1 or four days' imprisonment.

China.

(Mercury Correspondent.)

August 29.

The largest fight in the water known here since the war on the coast course, a few days ago, by a certain foreign resident. On examination it turned out to be a pony. It is generally supposed that the pony must have been considerably the worse for wine, stronger drink than water, else he would never have conceived the rash and imprudent idea of looking for a fight with a man. The pony was a fine specimen of his kind, and sharpshooters were very much taken with him. The acting harbour-master appears to have been more leniently dealt with by a gang of native property hunters, who one fine night entered his house on Kulangshan and cleared away about \$350,000 worth of articles (according to his own statement), without using a loaded shot-gun in the vicinity of that gallant officer's sleeping apparatus; of course it is very fortunate he was not treated like the pony on the race course; it would have been too unchristian-like a proceeding to adopt even by Heathen Chinee; but some people do regret the thieves did not seal the "father's" harbour-master too, since they took his uniform and other fine raiments. Perhaps they were of the same opinion as the Regatta Committee, who apparently would have nothing to do with the present incumbent of the harbour-master's office; for it has been a long time since he has been a member of the Regatta Committee, and this year is the first time that such has not been the case, which pretty fairly shows the degree of respect that present official holds in the estimation of this community.

Steamers arriving here from Manila report cholera as very prevalent at that port.

The brig *Christina Wilson*, recently stranded in a typhoon, and the barque *Anna*, stranded during a late typhoon, but which got off again with the rising tide, have been bought by Mr Stevens, of Messrs Russell & Co.; the rigging and sails, &c., of the *Anna* are now being transferred to the brig.

Some of the potatoes intended for the raising of the S. S. *Palau* were destroyed recently during "a high wind," which typhoon the wreck was once more put up to auction in consequence, but bought again by the original purchasers; they are still in hopes of raising her, if they only can "raise the wind" first—but no more typhoons, though.

The name of the new Hailwan (Superintendent of Maritime Customs) at this port is Teh Chuan; he took over the seals of office on the 22nd inst., and paid official visits to the foreign Consuls, on Kulangshan, on the 24th inst.

either an ingenious kind of practical Christianity, or a couple of Chinese who were just to the te-poo, eleven sheep were recovered from a farm at Tungwa, the sheep having been stolen from the slaughter-house of a foreign compradore; hopes are now entertained that the robbers may be captured.

A puzzle to the *Review of Chinese Literature*, which recently appeared in the *Shanghai Mercury*, has been published anonymously in the *Amoy Astorian* of the 4th August, in which your reviewer is covered with some choice Billingsgate mud, but not a single fact proved; the writer in the *Amoy Astorian* is a well-known, therefore nobody here is not above the average ordinary schoolboy trick; he compares himself with a nurse "watching over the kids" etc., to which no objection is to be taken; the whole concoction certainly reads as if emanating from a nursery. But even if the writer is an ally in intentions against your real or supposed nautical reviewer, the *Amoy Astorian* contains the statement that some specimens of (your Review) "are now on view as curiosities in the harbour-masters' office." There are other people who think that the greatest curiosity in this office is the *Amoy Astorian*, which is a well-known fact.

The friends of Dr John Mann, formerly of this port (he left for the Australian Colonies a few months ago), will be pleased to learn that he has been successful there in securing a comfortable government situation, besides in extensive and lucrative private practice.

It is to be heard that the tiger-pony, or pony-tiger story, to some extent, is a hoax; a pony has indeed been shot on the race course by a foreigner, but it was done intentionally; the victim being an old "phyed-out" race pony, who thus received the coup de grace.

SHANGHAI.

(N. C. D. News.)

We regret to hear that the Shanghai General Hospital is a loser by some forty odd dollars from the visit of Chienai and his troupe. It appears that one of the men engaged in running the troupe, a man named Chienai, was taken ill, and the troupe was forced to leave Shanghai. The troupe was a very good one, and had been engaged to perform at the General Hospital. The troupe was a very good one, and had been engaged to perform at the General Hospital.

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CHINKIANG.

1st August.

The C.M.S.N. Co.'s str. *Kiangyong*, just about leaving for your port, is talking along from her hulk as desperate looking villain in chains and fetters as one could well meet with. The vessel is a small one, and is being towed by a tug. The vessel is a small one, and is being towed by a tug. The vessel is a small one, and is being towed by a tug.

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The British Minister has had to maintain on the option question and however much the able they may have been to the Chinese, it is pleasant to know that privately Sir Thomas holds opinions not very different from the anti-opiumists. He too would like to see the opium trade and the evil done away with; he thinks the British Government will not long take some steps towards abolition in India, and that if the Chinese Government were to draw up some scheme for its suppression, he doubts not that the British Government would entertain it. He seems to think the Chinese find the very respectable revenue from opium indispensable, and therefore the difficulty of the Chinese Government taking any action in the matter to forward the opium memorial home and also present one to the Chinese Government. He sees not the slightest difficulty in Americans or Germans or any other nation signing a document to be presented to the Chinese Government. In fact he is prepared to write home that he has given such advice. It is done frequently in the West. The Emperor of Russia has been petitioned by private individuals against severity to the Jews and formerly to the Poles; the Dutch people have petitioned the Government for firm with the South African Boer, etc. We shall not soon see a British Minister of so kindly a disposition and who has been held in such esteem by the Chinese. Next to Peking (Sir Harry Parkes), no name is better known in China than Wei Tsi-ma. The Blue Books were always so much valued and used in the public service and the text-book in Chinese for beginners will hand down his name to future generations.

He was very much affected previously to his departure by a deputation from the entire Customs service here, headed by Sir Robert Hart, who, pressing him with an address from the service, thanking him for his labours in the preparation of works for the study of the Chinese language and handing him a cheque for \$500. This was altogether unexpected. The idea of getting up such a memorial has been in preparation for over a dozen years, and we believe the cheque is the first time it has been paid. We believe it is Sir Thomas's intention to take home a Chinese journal with him and to carry through the press a new edition of his books on the acquisition of the Chinese language. This is the work upon which he has spent his chief strength, and no object could be more praiseworthy. In fact, he has been a great help to the Chinese in the learning of this difficult language. Lady Wade's loss is simply irreparable, and is felt to be such. And we specially regret to hear that there is no likelihood of their return. Various rumours are about as to Sir Thomas's successor—the name of Sir E. Malet being freely mentioned. Egyptian affairs may detain him in the land of the Pharaohs, but from the golden opinions which he earned here a few years ago, during his short residence, it is certain he would be gladly welcomed. His affable manners lent no ordinary charm to his society. The aid in the Legation upon which his name is inscribed as having been presented by him, points to him as the coming man.

Various changes have lately taken place in our community. Messrs Bredon and Taylor, of the Customs, have left for Chefoo and Shanghai respectively. Mr Lyall of Tientsin is to be transferred to Peking. Mr U. S. Taylor, writer in the American Legation, has received an appointment in the Customs and proceeds to Formosa. Prof. Oliver is spending part of his holidays at Chefoo, and Prof. Ross who lately visited the coal mines at K'ai-ying is now flying a flag to Tientsin. The College reopens on the 29th, when all the Professors and students will be in their places.

From Shanghai we hear of vigorous measures being adopted to develop the coal and iron resources of the province. General Mesny is at the provincial capital at present and seems along with others to be engaged in surveying. The Governor is anxious to have the province opened up; but the Peking (Treasury) is said to be opposed to it. Nothing will probably come of it at present. Still, like other questions has to be discussed over and over again before the majority see the advantages. Knowledge is not acquired in a day. The new American mission has got located at T'ai-yen Fu; Mr Stanley of Tientsin having accompanied Mr Stimson thither and helped to arrange matters for him.

It is as yet impossible to say clearly what the events are going to take in Korea. We heard of 3,000 troops being embarked at Tientshin in Shanghai, to be sent to Seoul, under the command of H. E. W. Shin-ching, who also preceded as a special ambassador to arrange, if possible, the differences between Korea and Japan. We know that the Japanese have likewise dispatched troops and men-of-war from Nagasaki. We hear it is intended that Li Hung-chang may be expected back at Seoul, and that the Japanese are also sending a large force of troops to Korea, demanding his presence. On the other hand we hear that it is not likely to break out between China and Korea against Japan, but between Korea and Japan against China. This will be altogether a strange and unexpected result. This supposition is founded on the report that the Chinese Admiral Wang, who was to enter the Seoul river and had to retire to avoid with some anxiety the unfolding of events in the formerly "Forbidden Land." The thief who broke into and robbed the London Mission and extracted over \$10,000 from the funds of the Chinese officials, but nothing is heard of him since. There seems to have been much disturbance manifested all round in regard to it. If the authorities get about it in earnest the thief could be apprehended. His home in Shanghai ought to be visited. It is to be hoped the Legation will bring pressure to bear upon the officials until the thief is discovered. Neither the mission nor the local treasury can afford to lose such a large sum.

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Ts. 50,000 to relieve the of the murdered Japanese troops are to remain at Seoul for a year and to leave when all danger to the Japanese Legation ceases, Japanese Consuls are to have jurisdiction for 50 li round treaty ports, two more ports are to be opened on the west coast of Korea, and the Japanese Minister is to have the right to go anywhere in Korea.

The United States Minister Mr Russell Young, had an interview with Li Hung-chang on board the *Patong*. The *Monongahela* is expected to be here on the 5th September.

NEWCHWANG.

2nd Sept.

The gunboat *Mei-pien* arrived here on the 28th from Tientsin with despatches for the Commander-in-Chief of the military forces in Fung-tien Fu (this province), and left on 31st ultimo with him and his staff for Tientsin; as, rumour has it, in order to spy out the field of future operations. The *Mei-pien* is a new vessel, of 1,000 tons, and is being prepared for a general exodus in the direction of T'ung-pien-men, East Korean Gate, some five or six days' journey from this, where it is said some 30,000 troops will shortly assemble, some of them being transported there from Shan-ai Kuan (the Great Wall) by the Chinese Mercantile steamers. The visit in this vicinity is charged with rumours of China's wrath, which is generally understood to be about to vent itself against Japan; and as some large sums of Government money have lately been withdrawn from circulation, business here, unless silver arrives from the south, may be said to be done up for the season. At the moment, it is in a most lamentable state, there being but one steamer and three sailing vessels in port.—N. C. D. News.

SETTLEMENT OF THE KOREAN DIFFICULTY.

(N. C. D. News.)

The settlement of the difficulty between Korea and Japan must be regarded for many reasons, apart from the fact itself, as highly satisfactory. There is no question that had there been protracted negotiations between the two countries a door would have been opened for a possible misunderstanding between the Government of Japan and China, a contingency which all well-wishers to both must cordially reject to see averted. The interference of China in the affair, and her strange action in seizing the person of the Dai In Kun, are both matters about which a good deal of uncertainty is still felt. Chinese policy on this occasion has thoroughly puzzled us, and the diverse explanations offered of it in both our native and foreign contemporaries over the water show how very little it is understood even in Japan. That some light will however be thrown upon it shortly we may fairly expect, for the mere fact of the Dai In Kun being now a prisoner at Peking constitutes of itself a reasonable ground of enquiry, at least, on the part of the Japanese. On the other hand it seems fair to conclude that the sudden removal of the usurper must have simplified matters for the Japanese in Korea very considerably, by enabling them to concentrate all their efforts on the real King and to conclude a satisfactory Convention with him, which has been attested by the Royal Seal.

Cuning now to the terms of the Convention itself, we are first struck with the reasonableness and moderation by which some of them are characterised. Thus an exacting demand for satisfaction in the form of a large sum of money is not only fair to the sufferers, but a necessity as regards the Korean Government itself. The man who attacked the Japanese Legation constituted the same party as those who deposed the King, murdered the Queen and Princess, and plunged the land into anarchy. That the leaders of this revolt will lay their heads in expiation of their crimes is of course a forcible explanation, and the fact that the Japanese have insisted upon it for the outrage done to themselves will strengthen the Korean Government in avenging its own honour and stamping out any spark of rebellion which may still linger. A sum of fifty thousand dollars is to be paid into the hands of Japan for distribution among the families of the murdered men; and this, too, is no more than just. With respect to the amount claimed by Japan as compensation for the expenses she has been put to in the mobilisation of troops and fitting out of war-vessels, some slight uncertainty still exists. It was first put down at five million dollars, then we heard that five hundred thousand was the true figure; and in the official report with which we have been favoured it appears again as five millions—but with a query attached. This is a point however which will not doubt be cleared up in a few days, and is of no importance to the Koreans, but to our people.

The most important stipulation is the sixth, which provides that Treaty Limits shall be extended fifty li into the interior from the open ports. Now this has a bearing upon international relations in the Far East on which it may be well to offer a few remarks. A great cause seems to have arisen recently among foreigners in Korea, and a conspiracy was on foot to deprive them of their extraterritorial privileges. The German Minister was said to have been deeply involved in the scheme, and the Japan Mail was greatly reproached with treachery to the true interests of all foreigners in advocating it. Just at that time, too, attention was directed to a very extraordinary Article in Commodore Shufeldt's Treaty with Korea, by which it was agreed that in future the Korean Government should bring the laws and legal procedure of Corea into harmony with those prevailing in the United States, the power granted to American Consuls to hold judicial courts should be withdrawn, and American citizens living in the boundaries of Corea transferred to the jurisdiction of the native local authorities.

No reason for inserting this strange provision in dealing with the least advanced of all the countries in the Far East is a mystery we do not pretend to fathom. True, it is made contingent upon an event which is never likely to happen; but why was it allowed at all? This taken in conjunction with the unimpeachable conspiracy at Tokio, looked like part of a deep-laid scheme, and many people became genuinely alarmed. All such apprehensions, however, may now be considered at an end, as regards both countries. A very decided blow has been struck at the principle involved by Japan's having agreed, by her new Convention with Corea, and instead of decreasing her own extraterritorial privileges in the Peninsula, we hold that she is fully justified in doing so, and applaud the wisdom of the measure; but it must be obviously ensured a still further postponement of the day when the extraterritorial privileges of Europeans within her own frontiers shall be withdrawn.

We cannot conclude without a word of cordial praise for the behaviour of the Japanese throughout this trying business. When we consider the heretofore displayed ill-will, and the way in which they have been calmly lighting their way through a murderous mob in Seoul and darkness of the Palace, the courage and nerve that they displayed in the anxious search for the King, and the calmness with which the Government pursued its subsequent

operations; the temperate dominion it made upon the offending Kingdom; and the peaceful solution it effected of what was promised to lead to a disastrous war, we think they deserve unstinted congratulations. An outbreak in Korea we hold to have been sooner or later inevitable. It occurred, and the Japanese were the victims of it. By the good sense which they displayed they have not only proved themselves the benefactors of the Korean Government, but have facilitated the enterprise of other nations who have already secured a foothold in the land. It is to be hoped, too, that China will appreciate the service rendered to her in this matter by the Government of Japan, and cheerfully acquiesce in that restoration of tranquillity in Corea which, we may credit her with supposing, she was not unreasonably desirous of bringing about herself.

THAMES-STREET INDUSTRIES, by Percy Russell. This illustrated pamphlet on Pottery, &c., published at 6d., may be had gratis from any Chemist or dealer in pottery in the world, or JOHN OSWELL & Co., London.—[ADVT.]

Quotations.

HONGKONG, September 13.

OPIMUM—New Patna, cash, \$376
" Old " cash, \$371
" New Benares, cash, \$371
" Old " cash, \$371
" New Malwa, credit, \$371
" Allowance, Trade, \$371
" Old Malwa, credit, \$371
" Allowance, Trade, \$371

Exchange.

Bank, Wire, ... 3/8
Demand, ... 3/8
30 days sight, ... 3/8
4 months sight, ... 3/8
Creditor, ... 3/8
Documentary 4 months sight, ... 3/8
India, Wire, ... 2/4
Demand, ... 2/4
Shanghai, demand, ... 2/4
60 days sight, private, ... 2/4
Gold Lent, 9 1/2 fine, ... 2/4
Sovereigns, ... 2/4

Shares.

(For Share Quotations, see Page 4.)

Temperature.

Taken at Messrs Palmer & Co's Premises, Queen's Road.

HONGKONG, September 13.

BAROMETR—9 A.M. ... 29.928
Do. 1 P.M. ... 29.900
Do. 4 P.M. ... 29.878
THERMOMETER—9 A.M. ... 87
Do. 1 P.M. ... 89
Do. 4 P.M. ... 89
Do. (Wet bulb) 9 A.M. ... 73
Do. Do. 1 P.M. ... 73
Do. Do. 4 P.M. ... 73
Do. Maximum over night ... 89
Do. Minimum over night ... 82

CHINA COAST METEOROLOGICAL RECORD.

Observations of 13th Sept., 1892.

CHINA CANNET METEOROLOGICAL REGISTER.										
Tientsin, of 13th Sept., 1893.										
Time.	Barometer.	Thermometer.	Wind.	State of Sky.	Direction of Wind.	Force of Wind.	Direction of Current.	Force of Current.	Direction of Tide.	Force of Tide.
5 A.M.	29.928	87	N.E.	B.	N.E.	1 to 2	N.E.	1 to 2	N.E.	1 to 2
10 A.M.	29.900	89	N.E.	B.	N.E.	1 to 2	N.E.	1 to 2	N.E.	1 to 2
1 P.M.	29.878	89	N.E.	B.	N.E.	1 to 2	N.E.	1 to 2	N.E.	1 to 2
4 P.M.	29.878	89	N.E.	B.	N.E.	1 to 2	N.E.	1 to 2	N.E.	1 to 2
7 P.M.	29.878	89	N.E.	B.	N.E.	1 to 2	N.E.	1 to 2	N.E.	1 to 2

INSURANCES.

THE CITY OF LONDON FIRE INSURANCE COMPANY, LIMITED.
CAPITAL, £2,000,000. PAID-UP, £200,000.
PAID-UP RESERVE FUND, £200,000.

THE Undersigned having been appointed Agents for the above Company are prepared to ACCEPT RISKS against FIRE at current rates.

GEO. R. STEVENS & Co.
Hongkong, January 1, 1882.

MANCHESTER FIRE INSURANCE COMPANY, OF MANCHESTER AND LONDON.
ESTABLISHED 1824.

Capital of the Company £1,000,000 Sterling of which is paid up £ 100,000 " Reserve Fund upwards of £ 120,000 " Annual Income £ 250,000 "

THE Undersigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai, and Hankow, and are prepared to grant Insurances at current rates.

HOLLIDAY, WISE & Co.
Hongkong, October 15, 1868.

LONDON AND PROVINCIAL FIRE INSURANCE COMPANY, LIMITED.

Subscribed Capital—One Million Sterling

THE Undersigned, having been appointed Agents in Hongkong and Canton for the above Company, are prepared to issue Policies covering FIRE RISKS at current rates.

ADAMSON, BELL & Co.,
Agents.

Hongkong, July 20, 1892.

LANCASHIRE INSURANCE COMPANY.
(FIRE AND LIFE)

CAPITAL—TWO MILLIONS STERLING.

THE Undersigned are prepared to grant Policies against the Risk of FIRE on Buildings or on Goods stored therein, on Goods in transit by Sea or on Goods in Vessels in Harbour, at the usual Terms and Conditions.

Proposals for Life Assurances will be received, and transmitted to the Directors for their decision.

If required, protection will be granted on first class Lives up to £1000 on a Single Life.

For rates of Premiums, forms of proposals or any other information, apply to

ARNOLD, KARBING & Co.,
Agents, Hongkong & Canton.

Hongkong, January 4, 1867.

INTIMATIONS.

THE OVERSEA-CHINA MAIL.

(The oldest Overland Paper in China)

PUBLISHED AT THE "CHINA MAIL" OFFICE IN TIME FOR THE ENGLISH MAIL.

Containing from 72 to 84 columns of closely printed matter.

THIS Mail Summary is compiled from the Daily China Mail, is published twice a month on the morning of the English Mail's departure, and is a record of each fortnight's current history of events in China and Japan, contributed in original reports and collected from the journals published at the various ports in those countries.

It contains Shipping news from Shanghai, Hongkong, Canton, &c., and a complete Commercial Summary.

Subscription, 50 cents per Copy (postage paid 5 cents) \$12 per annum (postage paid \$12.50).

Orders should be sent to GEO. MURRAY BAIN, China Mail Office, 2, Wyndham Street, at least a month in advance of the English Mail Steamer leaving.

Terms of Advertising, same as in Daily China Mail.

THE CHINESE MAIL.

THIS paper is now issued every day.

The subscription is fixed at Four Dollars per annum delivered in Hongkong, or Seven Dollars Fifty Cents including postage to other ports.

It is the first Chinese Newspaper ever issued under purely native direction.

The chief support of the paper is of course derived from the native community, amongst whom also are to be found the managers and securities necessary to place it as a business and legal footing.

The project of creating their estimates upon the most reliable information from the various Ports in China and Japan, from Australia, California, Singapore, Penang, Saigon, and other places frequented by the Chinese, consider themselves justified in guaranteeing a large and ever-increasing circulation.

The advantages offered to advertisers are therefore unusually great, and the foreign community generally will find it to their interest to avail themselves of them.

The field open to a paper of this description—conducted by native efforts, but progressive and anti-obstructive in tone—is almost limitless. It is the one hand command Chinese belief and interest, while on the other it deserves every aid that can be given to it by foreigners.

Like English journals it contains Editorials, with Local, Shipping, and Commercial News and Advertisements.

Subscription orders for the above may be sent to

GEO. MURRAY BAIN,
China Mail Office.

WASHING BOOKS.

(In English and Chinese.)

WASHERMAN'S BOOKS, for the use of Ladies and Gentlemen, can now be had at this Office. Price, \$1 each.

CHINA MAIL OFFICE.

Mr. Andrew Wind.

183, NASSAU STREET, NEW YORK.

is authorized to receive Subscriptions, Advertisements, &c., for the China Mail, Overland China Mail, and China Review.

SAILOR'S HOME.

ANY last-off clothing, boots, or papers will be thankfully received at the Sailer's Home, West Point.

Hongkong, July 25, 1878.

SHARE LIST—QUOTATIONS. SEPT. 13, 1892.

Stocks	Nos. of Shares	Value	Paid-up	Reserve	Working Account	Last Dividend	Closing Quotations	Cash
BANKS								
HK. and Shanghai Bank	40,000	\$ 125	\$ 125	\$ 1,350,000	\$ 61,800.00	30	130	— \$287 1/2
INSURANCES								
Nth. China Ins.	1,000	TL 2,000	TL 600	TL 252,000	TL 1,063,790.00	75	TL 1,225	—
Yangtze Ins.	1,200	TL 350	TL 350	TL 500,488	TL 15,447.50	18	TL 850	—
Union Ins. Soc.	600	\$ 2,500	\$ 500	\$ 384,597	\$ 437,088.58	\$12.00	\$1000	—
China Traders Insurance	600	\$100.00	\$ 500	\$ 500,000	\$ 100,392.00	22 1/2	\$1565	—
Citic Ins. Office	10,000	\$ 250	\$ 50				\$80	—
Chongwa Ins. Co.	1,500	\$ 1,000	\$ 200	\$ 100,378	\$ 677.42	37	\$235	—
HK. Fire Ins.	2,000	\$ 1,000	\$ 200	\$ 823,842	\$ 263,403.72	87 1/2	\$1030	—
China Fire Ins.	4,000	\$ 500	\$ 100	\$ 493,632	\$ 144,935.91	18 1/2	\$8224	—
STEAM SHIP COMPANIES								
HK. C. and M. Steamboat	8,000	\$ 100	\$ 75	\$ 135,000	\$ 18,968.00	5	\$106	—
MISCELLANEOUS								
HK. & Wh'g. Dock	10,000	\$ 125	\$ 125	\$17,563 1/2	\$ 3,160.53	4 1/2	\$2 prem.	— \$190
Gas Co. of HK.	5,000	\$ 10	\$ 10	\$ 7,489			\$107 p. share	—
H'kong Hotel	2,000	\$ 100	\$ 100		\$ 3,224.71	\$10	\$198	—
China Sugar Co.	6,000	\$ 100	\$ 100		\$ 1,850.51	\$10	\$145	—
H'kong Ice Co.	1,250	\$ 100	\$ 100	\$ 250			\$60	—
H'kong Bakery	600	\$ 50	\$ 50		\$ 159.31	\$5	\$120	—
Luzon Sugar Co.	7,000	\$ 100	\$ 100					—
LOANS								
Chi. Imp.	1874	\$ 270	\$ 100	all	8 1/2	June 30 Dec 31		—
" "	1877	\$ 16,040	\$ 100	all	8 1/2	Feb. 28 Ag. 31		—
" "	1879	\$ 4,539	\$ 500	all	8 1/2	April & Oct.		—
" "	1881	\$ 8,565	\$ 500	all	8 1/2	June & Dec. 31		—
Sugar Deben	1880	\$ 600	\$ 500	all	8 1/2	June & Dec.	3 1/2	—

The half year ended 31st Dec. 1881—Report issued in October, shows 1st interim Bonus of 10% for 1881. 2nd 20% April, 1882—For year 1881—For year 1880—For half year ended 30th June, 1882.

EDWARD GEORGE, Share Broker.

Mails.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE S. S. MAIL STEAMSHIP CITY OF PEKING will be despatched for San Francisco, via Yokohama, on FRIDAY, the 10th September, 1892, at Noon, taking Passengers and Freight, for Japan, the United States, and Europe.

Through Bills of Lading issued for transport to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Indian Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

Return Passengers—Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within six months, will be allowed a discount of 20% from Return Fare. If re-embarking within one year, an allowance of 10% will be made from Return Fare. Pre-Paid Return Passage Orders, available for one year, will be issued at a Discount of 25% from Return Fare. These allowances do not apply to through fares from China and Japan to Europe.

Freight will be received on board until 4 p.m. on the 14th September. Parcel Packages will be received at the office until 5 p.m. on the 14th. All Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Overland Cargo should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

No Bill of Lading signed under 85 Freight.

All Claims for Damage must be settled on board before delivery is taken, otherwise they will not be recognized.

Cargo and Passengers will be transhipped for Vladivostok at Nagasaki.

For further Particulars, apply at the Company's Office, Praya Central, Ground Floor of Messrs. Rossell & Co.

H. J. H. TRIPP,
Agent.

Hongkong, September 5, 1892.

NOTICE.

COMPAGNIE DES MESSEGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, SUZ, ISMAILIA, PORT SAID, SYRIAN PORTS, NAPLES, MARSEILLES, AND PORTS OF BRAZIL, AND LA PLATA.

Also, BOMBAY, MAHE, S.P. DENIS, AND PORT LOUIS.

ON THURSDAY, the 21st September, 1892, at Noon, the Company's S. S. O. X. U. S. Commandant PELICAN, with MALES, PASSENGERS, SPORE, and CARGO, will leave this Port for the above places.

Cargo and Species will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted until 4 p.m. of 20th September, 1892.

No. 20, Specie and Parcela until 4 p.m. on the 20th September, 1892. (Parcela are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, September 9, 1892.

Mails.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUZ, PORT SAID, MALTA, GIBRALTAR, BRINDISI, TRIESTE, VENICE, PLYMOUTH, AND LONDON.

BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA.

N.B.—Cargo can be taken on through Bills of Lading for BATAVIA, PEKAN, GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK AND BOSTON.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship GANGES, 4100 Tons, 4000 H.P., Captain W. B. ANDREWS, with Her Majesty's Mails, will be despatched from this Port for LONDON, via BOMBAY, and SUEZ CANAL, (connecting at Colombo with the Thames, 4100 Tons, 4000 H.P., on FRIDAY, the 15th September, 1892, at 4 p.m.)

Cargo will be received on board until Noon on the day of sailing.

Parcels and Specie (Gold) at the Office until Noon on the day of sailing.

Mail. All Values for Europe will be transhipped at Colombo. The and one week later than the ordinary direct route via Colombo.

For further Particulars, regarding FREIGHT and PASSAGE, apply to the PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

A. McIVER, Superintendent.

Hongkong, September 4, 1892.

Occidental & Oriental Steam-Ship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

THE S. S. AKANE will be despatched for San Francisco via Yokohama, on THURSDAY, the 23rd September, 1892, at Noon.

Connection being made at Yokohama, with Steamers from Shanghai and Japan ports.

All Parcel Packages should be marked to address in full; and same will be received at the Company's Office, until 5 p.m. the day previous to sailing.

RETURN PASSENGERS—Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within six months, will be allowed a discount of 20% from Return Fare; if re-embarking within one year, an allowance of 10% will be made from Return Fare. Pre-Paid Return Passage Orders, available for one year, will be issued at a Discount of 25% from Return Fare. These allowances do not apply to through fares from China and Japan to Europe.

Consular Invoices to accompany Overland Cargo, should be sent to the Company's Office addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 50A, Queen's Road Central.

F. E. FOSTER,
Agent.

Hongkong, September 12, 1892.

NOW READY.

THE COMMERCIAL LAW AFFECTING CHINESE, with special reference to PATENT, REGISTRATION AND BANKRUPTCY LAWS IN HONGKONG.

Copies may be had at the China Mail Office, and at Messrs. LANE, CRAWFORD & Co.,—Price, 75 cents.

FREDERIC ALGAR, COLONIAL, NEWSPAPER & COMMISSION AGENT.

11, Clement's Lane, Lombard Street, LONDON.

THE Colonial Press supplied with Newspapers, Books, Types, Ink, Presses, Papers, Correspondence, Letters, and any European Goods on London terms.

NOTICE TO SHIPPERS.

Colonial Newspapers received at the office are regularly filed for the inspection of Advertisers and the Public.

Visitors' Column.

We have instituted as an experiment VISITORS' COLUMN, which we trust will prove successful, and be found useful. To it will be relegated from time to time such items of information, lists, notices and other intelligence as is considered likely to prove valuable to persons passing through the city, and a connection with we have opened a SELECT HOTEL AND BUSINESS DIRECTORY, applications for enrolment at which we are now ready to receive.

List of Public Buildings.

Government House, North of Public Gardens.

City Hall, Library (8,000 volumes) and Museum.—Free.

Public Gardens, a beautifully picturesque retreat, and of great interest.

The Clock Tower, Queen's Road Central, in a line with Pedder's Wharf.

General Post Office, Hongkong Club, German Club, Supreme Court, &c., within a stone's throw.

Lustrous Club and Library, Shelley St.

Government Offices, the Secretariat, &c., near the Public Gardens.

St. John's Cathedral (Anglican), above the Parade Ground.

Roman Catholic Cathedral, Wellington Street.

St. Peter's Seamen's Church, West Point.

St. Joseph's (R.C.) Church, Garden Road, near Kennedy Road.

Temperance Hall, specially adapted for sea-faring men, Queen's Road East.

Sailors' Home, West Point.

E. B. A. and China Telegraph Co., and the Great Northern Telegraph Co. Marine House, Queen's Road.

Nasonic Hall, Zetland Street.

Victoria Recreation Club—Bath-house and Boat-house, &c.—Praya, beyond the Cricket Ground, beside the City Hall.

The Barracks and Naval and Military Store Departments lie to the eastward, and cover a large area.

Stores, Books, &c.

American and English Stores, Books, and specially selected Cigars.—MacKEN, FRICKEL & Co.

Chair and Boat Hire.

RENTAL OF CHAIRS FOR CHAIRS, CHAIR BARBERS, AND BOATS, IN THE COLONY OF HONGKONG.

Chairs and Ordinary Poultry Boats.

Half hour, 10 cts. Hour, 20 cts. Three hours, 50 cts. Six hours, 70 cts. Day (from 5 to 6), One Dollar.

TO VICTORIA PEAK.

Single Trip.

Four Coolies, 10 cts. Three Coolies, 8 cts. Two Coolies, 6 cts.

Return (direct or by Pok-foo-lam).

Four Coolies, 15 cts. Three Coolies, 12 cts. Two Coolies, 10 cts.

TO VICTORIA GAP (TO LEVEL OF UMBRELLA SEAT).

Single Trip.

Four Coolies, 10 cts. Three Coolies, 8 cts. Two Coolies, 6 cts.

Return (direct or by Pok-foo-lam).

Four Coolies, 15 cts. Three Coolies, 12 cts. Two Coolies, 10 cts.

The Return Fare embraces a trip of not more than three hours.

For every hour or part of an hour above three hours, each Coolie will be entitled to an additional payment of 5 cents.

Day Trip (Fare) 50 cts. each Coolie. (12 hours) Cap. 50 cts. each Coolie.

Licensed Barbers (each).

Hour, 10 cts. Half day, 20 cts. Day, 50 cts.

BOAT AND COOLIE HIRE.

BOATS.

1st Class Cargo Boat of 8 or 900 piculs, per Day, 3.00.

1st Class Cargo Boat of 8 or 900 piculs, per Load, 2.00.

2nd Class Cargo Boat of 500 piculs, per Day, 2.50.

2nd Class Cargo Boat of 500 piculs, per Load, 1.75.

3rd Class Cargo Boat or Ha-kau Boat of 300 piculs, per Day, 1.50.

3rd Class Cargo Boat or Ha-kau Boat of 300 piculs, per Load, 1.00.

3rd Class Cargo Boat or Ha-kau Boat of 300 piculs, Half Day, 50.

Sampan.

or Pullaway Boats, per Day, 1.00.

One Hour, 20.

Half an Hour, 10.

After 6 P.M., 10 cents extra.

Nothing in this Scale prevents private agreements.

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